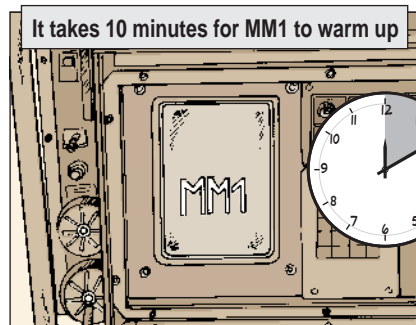


Foxy

Your Fox won't be too foxy about detecting chemical threats if you forget these basic PM rules.

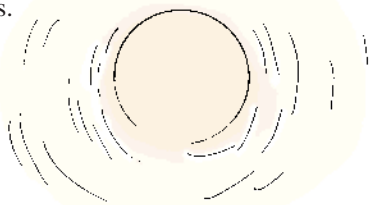
MM1

When you power up the MM1 spectrometer, wait for it to finish warming up and self-testing before you start operating. If you don't, any readings you get from the MM1 may be false. It takes at least 10 minutes for the MM1 to warm up.



M8 to ACADA

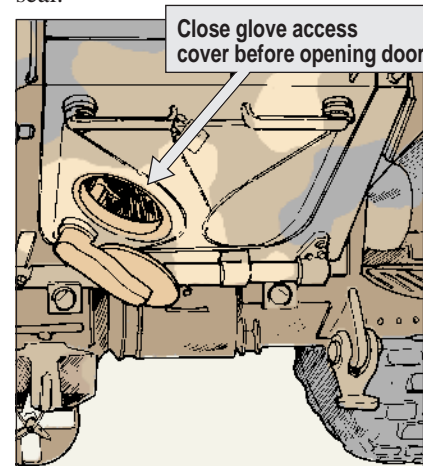
The Fox is switching from the old M8 chemical alarm to the new M22 ACADA (alarm chemical agent detector automatic), which can detect both nerve and blister agents. The ACADA has a different radiation source than the M8. When you get the ACADA, make sure the Fox's shipping documents show the change. See your radiation protection officer (RPO) for details.



PM

Doors and Hatches

Before you open the upper and lower tail section doors, shut the glove/access cover. Otherwise, the cover can be damaged when you push the lower door down. That ruins the port cover seal.



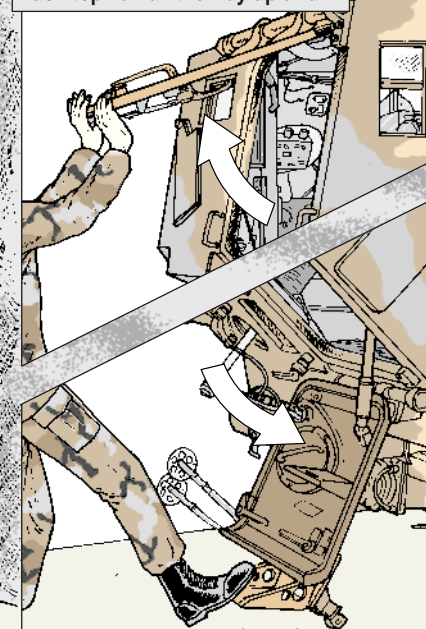
HEY, ALICE, CHECK THAT OUT!

OOOH, FOXY!



Remember the tail section doors are heavy and spring-loaded. If you don't make sure the doors are locked open, they can give you a powerful whack. Push the door's top all the way up and its bottom all the way down until you feel them lock in place.

Push top half all the way up and...



...bottom all the way down until you feel them lock into place

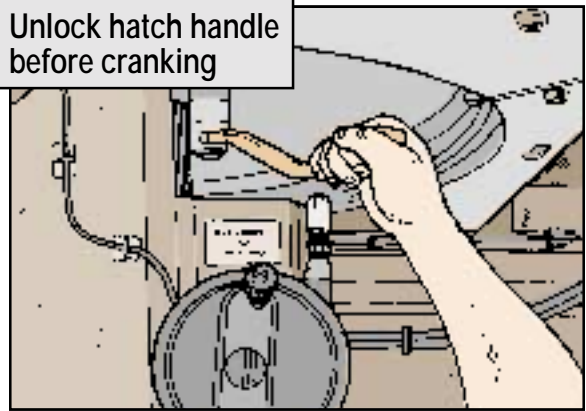
FOXY PM KEEPS ME ON THE DETECTING TRAIL!

When closing the lower door, brace it with your foot before unlocking it. That keeps it from flying up.

Brace door before unlocking



Unlock hatch handle before cranking



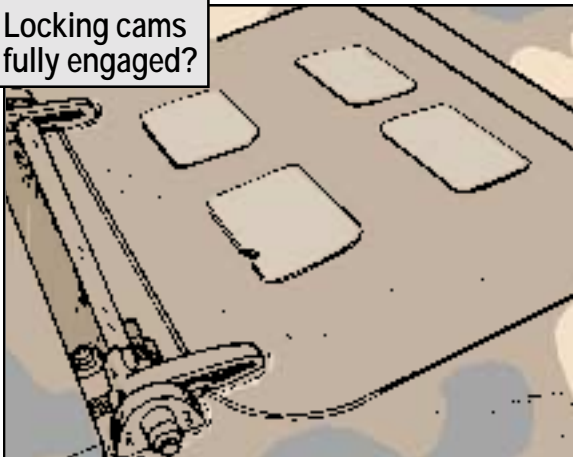
PMCS

Hydraulic and transmission fluid and radiator coolant checks are part of after-operation PMCS. But if your Fox has been sitting for weeks, fluids could have leaked. Check the ground underneath the drain valve for the engine and transfer case compartment for signs of lube or coolant leakage. Report any leakage to your mechanic so he can check it out, then check your f l u i d

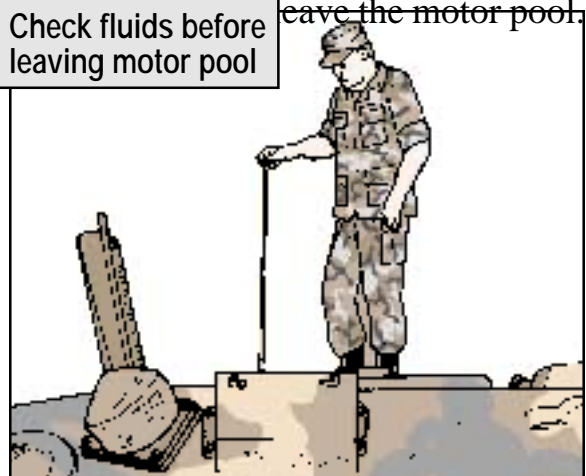
To lock the two top hatches, push the locking handles **all** the way to the closed position while pulling down on the latch. If you don't, the hatches aren't locked shut and they will leak.

When opening the top deck hatches, ensure the handles are fully opened and the locking cams are fully engaged. If the handles aren't in the fully opened position, you could damage the hatch and injure crew members.

Locking cams fully engaged?



Check fluids before leaving motor pool



THIS IS SOME CRAFTY INFO!



Before you crank open the M21 hatch, make sure you've unlocked the hatch's handle. If you forget, you will damage the crank.